THE VOICE OF THE PROFESSOR.

Story of the Vengeance of a Man of Science Brought From the West by Judge Seth.

BLUE RIDGE SUMMIT, Pa., July 30 .- Judge Seth, who is rounding out his fifteenth yea on the Orphans' Court bench of Washington county and his 300 pounds on the uncomplaining earth, has just got back from a trip to the West full of stories.

"It's the finest land under the skies," he

"It's the finest land under the skies," he will tell you, "and it has the biggest things on earth. And the grandest of all that I saw was the Canon of the Colorado.

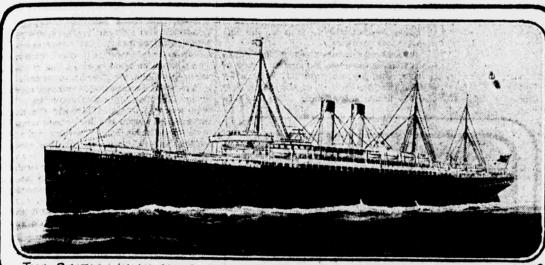
"I declare to you it just paralyzes your words. You look and look until you wonder if you haven't been to a barbecue and got the nightmare. The air is so clear that a mile looks like across the road.

"People don't talk much when thay are sight-seeing there—they can't. It was only at night when we gathered around the fire in the little hotel that our tongues could get to work.

"The proprietor was the quietest man you ever saw—couldn't help but be, I guess, living in such a place, but he and I got together mighty quick. I did most of the talking and he was a good listener and we were having a tiptop time when a solemn little fellow with a deep voice—he was a professor of something—pulled up his chair.

"Now you know how it is—two's company

DIGGING THE NEW CHANNEL INTO NEW YORK HARBOR.



THE BALTIC WHICH COULD NOT GET OUT OF THE HARBOR WITH A FULL CARGO.

Reduced to its simplest form of expression, the task which the United States Government has set about doing to improve New York's gateway to the sea is to dig a trench in the bottom of the lower bay extending beyond Sandy Hook and across the bara trench that will be 2,000 feet wide, seven miles long and deep enough to have forty feet of water at low tide. To accomplish this means the excavation

of 42,000,000 cubic yards of sand, mud and rock from the bed of the bay and from the Sandy Hook bar. By way of giving an approximate idea of what this huge mass would be, it may be said that if heaped up into the form of a block it would be something like 1,000 feet wide, 1,000 feet long and 1,000 feet deep. Into it you could thrust three Brooklyn Bridges one on top of another, towers and all, and nothing would be in sight save a little more than ; 250 feet of the river span sticking out at each end.

On each side of the piled up bridges you could bury away two or three dozen of the tallest and biggest skyscrapers of the city and not have a scrap of them sticking out and still have room enough to tuck away in the mass all the ordinary houses of a good sized town.

It is this goodly heap of sand muck and rubble that Uncle Sam is now engaged in tearing out of the floor of the bay and sea about the Sandy Hook bar and towing six or seven miles out into the ocean and there dumping. Whether in doing this he is building up an island is a question that

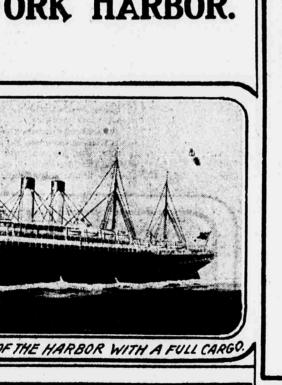
The Government engineers scoff at the suggestion. They say that the water at the place where the dumping is going on is too deep and too wide in area to involve the remotest danger of an obstruction to navigation, let alone an island.

And how much of this seven mile long trench has been dug out in the five years that | delay. have elapsed since the act of Congress passed authorizing the work? How long will it take to complete the job that will at last give New York this sea

is found in the annual report for the fiscal year ended June 30, 1904, made by Lieut. Col. W. L. Marshall of the United States Engineer Corps, who is in charge of the work. It is not, on its face, to the lay mind at least, wholly satisfactory. It shows that of all the 42,000,000 cubic yards Ambrose Channel, formerly known as the East Channel, is completed, less than 12,000,

(00 cubic yards has been excavated. There are explanations to go with this answer which do not leave it quite so discouraging at it might seem.

To begin with, the Metropolitan Dredging Company, which has the contract, has met with a number of unforeseen obstacles and delays. For instance, the two great dredge steamships which had to be



AMBROSE CHANNEL AS PLANNED.

THE DREDGE MILLS AT WORK.

specially built for the work, at a cost in ; on at the slow gait which thus far has been round numbers of \$1,000,000 for the two, kept up. do not in all particulars meet the conditions as it was expected they would

They were built on the general design of dredges used in cutting and keeping clear the bar of the Mersey at Liverpool. They are larger than the Liverpool dredges and much more powerful, but what works well enough in digging out the Mersey channel does not answer quite so well in the New York bay channel.

Then, again, when it was expected from the preliminary studies and soundings that sand and clay alone would be found in certain localities, as a matter of fact very considerable deposits of rock and boulders were encountered together with long stretches of hard pan clay. The dredges work by suction, being intended to deal with the mud and sand which practically alone were looked for along the route of the channel. When the dredging machinery struck the rock and boulder belt it was damaged more or less, and that caused

Then a good deal of time and money as well had to be expended in blasting out and that is that when rather less than three the rocks with high explosives and so clear the way for the suction dredges gateway deep enough and broad enough | to go over the ground. Add to these causes to admit anything now affoat or likely to of delay the frequent intervals in the be affoat within the lifetime of the present | winter and spring when weather condi- | This section involves the heavy cutting tions made work impossible, and it is easy complished.

It should be borne in mind, too, that a good part of the time the dredges have | feet. been exposed to the full sweep of the Atlantic waves, for the task was begun at the seaward end, and that is by far the hardest end both as to weather difficulties of dirt that must be removed before the big and as to the character of the bottom to

> All this bears directly on the second question as to how long it will be before the channel is open to shipping. The lowest estimate of this time is four years, while other estimates range all the way from five to six and even seven. Of course at the pace at which the job has thus far progressed it would be nearer fourteen years than four before it was done. But it is not proposed that the work shall go

entire task. It is proposed at first to finish a channel of half the required width, or 1,000 feet, and having a depth of 35 feet. the same width and depth as the Gedney Channel. It is thought that this cutting can be finished in eighteen months or two

MIDICATES AMOUNT OF WORK DONE IN DICAL YEAR 1903-1904

SANDY HOOK

But the trouble is that a channel of that size is already so far behind the times as to begin to be considered an impediment to commerce. For instance, when the biggest of all the big liners, the White Star steamer Baltic, sailed about two weeks ago she had to go away with 6,000 tons less cargo than she was capable of carrying, for the simple reason that loaded to her full capacity she could not have got out through the 35 foot channel now available.

The Biltic's load line draught is 36 feet 6 inches. When she sailed she was loaded down to a draught of 32 feet 6 inches, which is quite as close as it is safe to go in a channel of only 35 feet.

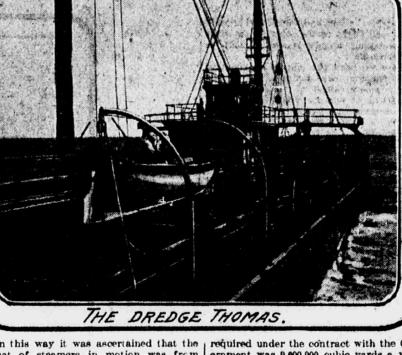
As to the margin for safety that should be left between the draught of a vessel and the depth of the channel, H. N. Babcock, assistant engineer under Lieut.-Col. Marshall, makes some interesting remarks in the annual report just sent in. His deductions, which are the result of some seventy-five observations made at Fort Wadsworth, at Sandy Hook and at West Bank lighthouse, on passing vessels, throw light on the mysterious grounding of vessels known to be of a dock draught several feet less than the depth of channels on which they have struck bottom.

the specially built Metropolitan Dredging It has long been understood among seamen that a steamer's dock draught is one than those now in operation. They are to thing and that her draught when in motion is another, but it was not until Mr. Babcock's engineering observations were made that there were any definite data on which to base calculations as to what this difference in draught-the squat as the sailors call itbetween a steamer in motion and a steamer at rest actually is.

will be more than half done. At present To determine this point, Mr. Babcock rather less than two miles has been so dug. close to the water. At the same time he caused white marks to be painted on the bow and stern of different steamers markover 16 feet deep, leaving fully 24 feet of ing a certain known draught.

As the vessel passed, the horizontal cross hair of the transit was clamped at the respective white marks. Two transits were used, one for the bow mark and one for

Then, following in the wake of the vessel and only a few seconds behind her, would come a small Government boat carrying a gauge board with zero set at the water level. The reading of the cross hair on the gauge, deducted from the height of the white mark, gave the draught of the ship in motion below the plane of the water. The draught when the steamer was at her dock having been previously noted, the difference between that draught and the draught when under way was easily ascer-



In this way it was ascertained that the squat of steamers in motion was from one to four feet, according to the speed at which they were going and the shallowness of the water. Mr. Babcock clearly demonstrates that, while the dock draught of a vessel might let the craft through a channel of a certain depth, her draft when in motion in the same channel might be quite sufficient to run her aground.

The difference between the dredges the Government is building and will soon have in operation and those which the Metropolitan Dredging Company is using consists chiefly in the fact that they will plane off the floor of the bay while moving, whereas the present dredges dig out holes while resting at anchor. One result of this stationary digging by the present dredges is that the holes they dig are often many feet deeper than the contract calls for. In some cases holes 50 feet in depth have been gouged out.

This is a loss to the dredging company in labor and in time, for the Government does not pay anything for bottom that is dug away below the required level.

The Government dredges will move to and fro sucking up the sand and mud to a depth of several inches as they go along. When the hoppers are full the craft steams out to sea, dumps and returns to her job of shaving off the bottom of the bay again.

The general principle on which the Government and the contracting company's dredges are built is practically the same. The contracting company's dredges are larger, however, and are equipped with the most powerful suction engines ever

The contracting company's two dredges, the Mills and the Thomas, are alike in every respect Their length is 300 feet their beam, 521/2 feet, and their draught when loaded, 221/2 feet. In the centre of the vessel amidships there is a diagonal well 80 feet in length by 81/2 feet wide, through which the huge suction tube is operated.

When the vessel is in motion the tube is lifted up until it is snugly stowed away something like a long, tubular centreboard. When the vessel comes to anchor to begin work, the tube is dropped down forty or fifty feet if necessary until its large suction head, with its 8 inch openings like a devil fish's suckers, is buried in the sand and

Then there is set at work a centrifugal pump operated by two tandem compound engines, 17 inches by 30 inches, with a 30 inch stroke. The pump has a water stationed transit instruments on a level | capacity of 75,000 gallons a minute and is capable of overcoming a resistance equal

to about forty inches of head. bay, that is the sand and the mud and the smaller stones and rubble, is ripped up wherever the sucker pipe head touches it and comes rushing on board in a dens volume together with tons of water. The water runs off in the scuppers and the solid matter sinks into great hoppers, of which there are six on each side of the vessel.

When the hoppers are filled, which usually is in from fifty minutes to an hour and a quarter, the vessel picks up her anchor and goes out to sea and dumps her cargo The capacity of each boat, operating under the most favorable conditions is about 20,000 cubic yards a day.

The work of dredging began in January 1901, but owing to delays of various kinds did not actually get under full swing until

required under the contract with the Government was 9,600,000 cubic vards a year, yet in the three years and a half that have elapsed since the dredging operations began barely 12,000,000 cubic yards have been removed, a deficit under the contract of 20,000,000 cubic yards.

As early as 1902 the contracting company saw that with its equipment and in view of the unexpected obstacles and delays it was out of the question to attempt to fulfil its agreement as to the amount of annual excavation. This being the case it petitioned for a supplemental contract by which payments were made possible provided the contracting company excavated 4,000,000 cubic vards a year instead of the 9,600,000 cubic yards originally stipulated.

This supplemental contract was granted, the Government providing that, the object sought by the United States being the earliest possible completion of the improvement without increase of cost, it should have the right to further the progress of the work by employing every available plant. It was under this provision that the Gedney was put at work and that the building of the two Government dredges, now

nearing completion, was undertaken. During the year ending June 30, 1903, the contracting company excavated only 3,556,843 cubic yards, a deficit of 443,157 cubic yards on even the amount required by the supplemental contract. In the fiscal year just ended the deficit of excavation is still greater, being 1,051,489 cubic yards. It is admitted by the Government that the contracting company has worked under adverse circumstances, but the fact remains that the job is sadly behind.

One reason why the Government dredges will adopt the plan of dredging while in motion, and so planing off the floor of the sea, instead of digging it out in a series of holes, is that the work of the contracting company's dredges has left the bottom very uneven, some shoals remaining with only thirty or thirty-five feet of water, while at other points the bottom is dug out to a depth of fifty and even fifty-five feet.

But this era of slow progress, it is hoped, is now fast coming to an end. The recent experience of the Baltic and the fact that other huge vessels are either in process of construction or projected have awakened the commercial interests of New York to the urgent need of the new channel.

The draught of the big liners now ranges from 27 to 36 feet. The Oceanic, with a loadline draught of 35 feet, does not venture out with a draught of much over 30 feet, a sacrifice in space equal to the full cargo capacity of the steamers of twenty-five or thirty years ago.

The speed record breaker Kaiser Wil-helm II. has a draught of 29 feet. The tendency of all naval architecture is toward colossal dimensions and correspondingly deeper draught, and it may very well be

that the time will come when even a forty foot channel will be all too shallow Yet it is not believed that that day is immediately pressing on the heels of the present. The new channel when com-pleted will probably answer all purposes for some time to come.

And in one particular besides its depth and width it will be a great improvement on the Gedney Channel, now in use. It will be free from the sharp crooks and elbows which make the Gedney more or less dan-gerous. The new channel will be a straight line from a point at sea about opposite the middle of the harbor entrance off the point of Sandy Hook to a point about half way to the Narrows, where it will make the only curve in all its route, save a slight bend a

WAY TO CURE DRUNKENNESS.

in Persia the Drunkard's Ear Is Nailed to the Sidewalk.

There is only one custom in our country which I would like to see established in America, and that is the custom of dealing with drunkards," said Isaac Yohannen, a Persian missionary, who lectured to a large audience at the Norwegian Lutheran Church last evening. "In our country when a man gets drunk we take him and nail him to the sidewalk, driving the spikes through his ears. Then when other people come along they spit in his face and kick him until he is sober. think this method would do a great deal of good in America, because you have more drunkenness than we do. There are no saloons in Persia, the chief beverage being home made wine. They don't even know

"Our officials have several ways of making prisoners confess to crimes," said Mr. Yohannen. "The favorite method is to take them on a stand, around which all the people of the town gather, and then put out one eye. If the crime is not very great, an arm is cut off or a leg severed. If it is only trivial offence, probably an ear is sacrificed Very often innocent people are subjected to

"The Persians very seldom hang a man for crime. If he kills another he is fined \$15 and allowed to go. If he kills ten or a dozen and the people finally-decide that he ought to be put out of the way he is hanged. But he is not hanged as they hang men in this country. He is hanged by the feet and heavy weight is tied to his head. Then he s allowed to die. If the accused prisoner s a woman, her hair is shorn from vier head, providing the offence is a trivia t is a serious one she may be turned into a

room filed with final cats and be scratched to death.

"Persian jails are dark cellars and contain no furniture whatever. The Government doesn't feed prisoners, this being left to friends of the accused. If he happens to have no friends he will starve to death. Oftentimes when food is brought by friends the keepers of the prison and the other officials appropriate it, so the prisoners have to go hungry."

Good Sale for Complexion Bleachers.

From the Louisville Courier-Journal. "The desperate efforts which negroes "The desperate efforts which negroes make to change their complexion cannot be realized, except by a man in my business," said F. E. Kirby. "I am the salesman of a preparation which the negroes have discovered will lighten their complexion from one to five shades, and you have no idea how much of it they buy. Kentucky is the star State for the sale of the ointment, and Louisville and Lexington negroes use selectal gross of it each month."

professor of something—pulled up his chair.

"Now you know how it is—two's company and three's a mass meeting. And so, without saying anything to each other, the Captain—that's what we called the proprietor—and I just naturally drifted into talking our scientific friend out of the way.

"He looked like one of those white tie sort of people who seem happy only at funerals and who can't accept anything unless it is weighed in a pair or scales or measured with a rule. I said to the Captain:

"What puzzles me is this air; how you can tell how far anything is from anything else, or how you can get used to it." ean tell now far anything is from anything else, or how you can get used to it.'

"Yes,' he said quietly, 'I guess you've already run across that old story about the Englishman who had been deceived so long that when he reached a ditch he began to take off his clothes because he thought it was a river and he would have to swim across."

was a river and he would have to swim across." I said that I had heard it seventeen times between Chicago and Sait Lake City and had read it in four guide books.
"It is a very silly exaggeration,' remarked the Professor.
"Well,' the Captain went on, 'there may be something in it, although don't take much stock in such lies. So, facts are facts and we can't get away from them.
"I suppose you have noticed that horse of mine. You saw how mournful he looks. It's disappointment—just downright disappointment.

It's disappointment—just downright disappointment.

"He was a great jumper and when I brought him up here lie used to look at that ravine as if he wanted to leap over it. I didn't do anything for some time, but one day I said to myself that the only way to cure a hopeless hope was to give it a trial.

"So I got out the nag, mounted her, took a running start and out we sailed for the other shore. It was really funny to see her surprise, and we kept on going without hitting anything—and after I had had my sport I just turned her around and we came right back home.'

"Well, gentlemen, that old settler said all this and ended without changing his voice or cracking a smile.

"I looked at the Professor and the Professor looked at me. And then we looked at the Captain, who pulled out his pipe as if nothing at all had ever happened. At last the Professor broke in:

"How—you—on his back—out in the air—turned and came back, I don't understand—."

"You I guess not.' said the Captain, as

"'No, I guess not,' said the Captain, as quiet as ever. 'A man must stay around here a long time to understand things.'
"We looked at the fire awhile and I was we looked at the fire awnie and I was
thinking that it would never do for a Judge
of the Orphans' Court not to hold up his end
of the line. I told them something about
our politics, in my usual modest and truthful way, I hope.

"I said we had a mighty close fight here

raid we had a might close light here once, and as two of our districts were separated by a bay five miles wide, we were greatly troubled about getting the news of the election, but we did it by taking advantage of the latest discoveries in science. 'In fact,' I said, 'we got the results two minutes after the vote was counted.'

"This aroused the Professor's curiosity

"This aroused the Professor's curiosity and he quickly asked: "How did you do it?"

and used the wireless."

"At this the professor jumped up and said good-night in a most abrupt and unceremonious manner. The Captain and I locked at the fire a few minutes and them went on talking about ordinary things, and about midnight we went to bed. "The next morning I found that the Pro-

The next morning I found that the Pro-fessor was up early and we caught sight of him flitting from point to point during the day, but nothing special happened until the afternoon got to playing its marvellous lights and shadows up and down that un-earthly place. Then all of a sudden the Professor rushed up, making signs for me to follow him; and before I knew what I was to follow him; and before I knew what I was doing I was on a dead run to a crevice about half a mile away from the house—and then the Professor stopped me, still making signs, and pulled out a pad and pencil and wrote: 'S' and precisely where you are. Don't deflect your ana' omy even infinitesimally one way or another. This is vital. Won't keep you wai' ing long.'

"And he left me standing there like a fool and I remained as he directed for what seemed an hour, although it wasn't over twen'y minutes, at the end of which time he called from some hidden place:

"Much obliged. I will see you this evening."

he called from some hidden place:

"Much obliged. I will see you this evening."

"I went back to the house and told the Captain that I believed the Professor was an escaped lunatic, and the Captain said he shouldn't be surprised, as it was a strange country and peeple did strange things. Of course we waited for the Professor and he came to us as cool as a cucumber on the shady side of a watermelon and as quiet as a husband when his mother-in-law runs the house. He spoke to me first.

"I must apologize to you, sir.' he said, for my eagerness this afternoon; but I feel sure you will understand when I explain the circumstances. I am an humble student of science and I have taken a profound interest in echoes—especially the echoes of this most remarkable country.

"I have been investigating them for several years, discovering and recording their angles, until I have pretty well charted this part of the canyon. It is, I assure you, a deeply fascinating work, tracing the flight of sound and recording it upon a map.

"Heretofore I have encountered little difficulty, but this afternoon I had an experience which was totally unexpected and so far as I know was unprecedented. I exerted my vocal cords too vehemently—in plain, untechnical words, gentlemen. I

so far as I know was unprecedented. I exerted my vocal cords too vehemently—in plain, untechnical words, gentlemen, I shouted out my voice. It leaped on its winged way over these pellucid spaces.

"For an instant I was lost in amazement and consternation—I thought I should be voiceless forever—the horror almost recovered the But my presence of mind.

overcame me. But my presence of mind presently reasserted itself and proved my

salvation.

"I got out my chart, saw the way my voice would travel and made my calculations. It was plain to me that if it could be made to strike a soft, yielding, animate

be made to strike a soft, yielding, animate body at the crevice below here it would be properly deflected so that I could catch it on one of its rebounds.

"That is why, sir, I pressed you into service. My calculations were correct; I found the spot, opened wide my mouth and with a noise that sounded like the swallowing of a sob. I may say like the coming back of a prodigal, my voice returned."

"The Captain and I looked at each other and then we gazed steadily at the Pro-

and then we gazed steadily at the Professor.

"If either of you have any cough drops,"

"If either of you have any cough drops,"

he went on, I should like the loan of a few.
I find that my voice was a little scratched
by its contact with the rocks.

'The Captain looked at me and I looked
at the Captain, and with a mutual sigh we You may have my horse,' said the

Captain.

'You may have my eels,' I added.
'Boiled eels are good for throat troubles.'

'The Professor bowed low and thaked us.
He was the politest har I ever met.'

SERVED UNCLE SAM BY ERROR.

MIX-UPS CAUSED BY DESERTERS IN THE OLD DAYS.

Stormy Entrance of Jack Barnes Into the United States Army-Comedy of the Murphy Twins in the Navy-Bertillon Charts Used Nowadays To Make Sure.

Not long ago a luckless hotel cook from Buffalo, who knew not the difference between a sallyport and a little red schoolhouse, found himself a military prisoner over at Governors Island awaiting a general court-martial on the charge of desertion from the Regular Army. He was the victim of the sardonic humor of a sure-enough Regular army soldier at an up-State post, with whom he had foregathered for a drunk and who had exchanged clothes with him

The cook lingered at the Governors Island prison for nearly two weeks before a copy of the deserting soldier's Bertillon chart was received. The chart, of course, didn't agree with the measurements, moles and marks on the cook's frame and he was turned loose. On his way uptown, and probably up the State, from the Battery, he stopped at the office of THE SUN and told the story of his mournful experience with

an air of great depression. Before the adoption of the Bertillon system by the United States army and navy, mistakes in the apprehension of deserters were annoyingly frequent in both services. Such mix-ups were particularly frequent in the army when regiments of soldiers were moved from one coast to the other.

Soldiers reared in the East would jump their outfits rather than go soldiering out on the slope, and the slope raised soldiers, having a terror of the Eastern heat and snows, would quit in sets of fours when their regiments were ordered to this seaboard. The officers of the departing regiments would leave word behind them as to the deserters, with choppy. casual descriptions of the quitters, and the newly arriving regiments would keep an eye out for the deserters from the departed outfit. As often as not they'd get hold of chaps who knew no more about soldiering than they did about Shintoism,

houses for months before they could contrive to convince the officers holding them that they'd never hay-footed or straw-

footed in their lives. A typical case of this sort was that of a teamster named Jack Barnes of San Francisco. An artillery regiment, with headquarters at the Presidio, was moved to this coast before the arrival in San Francisco of its relieving regiment from the artillery forts around New York harbor. Among the deserters from it was a soldier named Jack Barnes.

It happened that there was a huge powerful, good natured teamster named Jack Barnes, who lived near the main gate of the Presidio. Some of his friends who knew of the desertion of the soldier Jack Barnes put up a job on the teamster.

When the regiment got along to the Presidio from New York, and provost guards were sent out to search for the deserters from the departed outfit, they tipped it off to one of the searching parties that they knew where the deserter Jack Barres could be found. The searching solders found Jack Barnes, the truck driver, enjoying his honest high hat of steamed beer, after a hard day's work, in

a groggery near the gate of the Presidio. The description of the deserting Jack Barnes fitted Jack Barnes the teamster in a general sort of way. So they started to drag the teamster toward the Presidio

Jack the teamster made it the busies dragging that any of the members of that provost guard had ever been called upon to do. He fixed up six of them for the hospital long before they got him anywhere near the Presidio gate. Reinforcements were summoned, and it took about a battalion of artillerymen to land Jack the

truckman in the Presidio clink. Jack was an inmate of the Presidio mill for more than a fortnight before his case was straightened out. It took about half of the big Presidio guard, with fixed bayonets, to keep Jack from razing the guard-

house to the ground with his naked hands. The whole Presidio command failed to get any work out of him. At fatigue call, every morning for a week or so, the guard attempted to prod the teamster out of his cell to the front of the guardhouse, to step in line with the other military prisoners

the unfortunates to be detained in guard- of sentries. But that scheme had to be abandoned. The sick list became too

In letting the contract the Government

reserved the right to perform such part of

the work as it felt disposed to and had the

equipment for. As a matter of fact, the

Government dredge has worked off and on

at intervals ever since the task was begun.

At one spell of this work, from July 1 to

Aug. 21 of last year, the Gedney dredged

a much more systematic way. Two dredges are being built especially for the work.

One of them has just been launched and will

be in operation in about three months.

Both of them will be at work in less than a

Although they are a little smaller than

Company's dredges, it is expected that they

will do quite as much, if not more, work

be suction dredges, but will be operated

in a different manner from the present

There is another thing to be considered,

miles of the seaward end of the seven miles

of trench is dug out the job in point of time

through the shoal of the outer bar, where

bottom to be cleared for a width of 2,000

Further up in the bay the water is much

deeper In some places there is the full

40 feet which the contract for the channel

demands. In other places there are depths

of 28, 30 and 35 or more feet. With the

two powerful dredges now at work, supple-

mented by the two equally effective dig-

ging machines the Government will soon

the work should not go on at an entirely

satisfactory pace.

ve on the scene, there is no reason why

As a matter of fact, the channel will be

partially open to shipping several years

before it is actually completed as required

under the act of Congress with its accom-

panying \$4,000,000 appropriation for the

But the Government will soon be at it in

out 175,000 cubic yards.

heavy for the surgeon's toleration. The teamster would tackle the whole guard, every morning they tried to start him to work, with chairs, benches, stanchions pulled from beneath the guardhouse veranda, the guardhouse stove used as a battering ram, doors wrenched easily from their hinges, anything that first came to the huge paws of the unjustly confined

truck driver.

At length the man's pals let up on him and sent word to the Presidio's command-ing officer, Col. William Montrose Graham, of the job they had put up on their friend. When he received this word Col. Graham strolled down to the guardhouse to take a look at the man who had put about one-

look at the man who had put about one-half the members of every day's guard for a week in the surgeon's hands.

"Look here, my man," said Col. Graham to the teamster, after telling him that he was at liberty to go back to his truck, "I'd like to have you in my command. You'd better take on with us. It beats teaming. Get a uniform on you and I'll see to it that you get a square deal."

"Well, you've got a fine way of making recruits—that's all I've got to say," replied Jack Barnes, but he accepted the Colonel's invitation to join his command, all the same, and slept that night in barracks. There are still in the American army any number of oldtimers with cauliflower ears and bent noses who remember Jack Barnes and the queer way he entered the service of Uncle Sam.

he entered the service of Uncle Sam.

The queer case of the Murphy twins kept an American man-o'-war in an acute state of bother during the early part of a China station cruise owing to a desertion mix.

One of the Murphy twins, who had been in the navy eight years, reaching the rating of bosun's mate, first class—for a swell sailorman was this same Murphy—jumped

his ship at Mare Island, owing to a grouch which he had conceived against the service because his shore liberty had been re-stricted, and hid himself away in Vallejo, stricted, and hid himself away in Vallejo, over the way from the Mare Island Navy Yard, until the ship should proceed on her cruise in Far Eastern waters.

The cruiser dropped down from Mare Island and anchored in front of San Francisco to take on some additional stores before steaming out of the Gate Chinaward. A group of shore visiting officers from the ship came upon the twin of the deserting Murphy on Kearney street, this civilian Murphy twin being a decent and prosperous

ing Murphy on Kearney street, this civilian Murphy twin being a decent and prosperous milk dealer in San Francisco.

The officers summoned a policeman, and the milk dealing Murphy twin was swooped upon from the rear. He had to be conveyed down to the Clay street wharf in a hurry wagon, and he gave the four policemen attached to that vehicle all that they could attend to before they landed him there.

The Jimmy Legs from the cruiser was signalled for, and he came off with a couple of assistants in the steam cutter, and the blasphemous Murphy twin was carried on board the ship of war. They landed him in the brig in double irons for resisting

the master-at-arms.

Murphy the innocent needed some surgical attention when they got him into the brig, and the surgeon was sent for. To the surgeon Murphy the milkman protested that he wasn't Dan, but Mik. The surgeon ridiculed that story and told Mike that he ought to be ashamed of himself for rigging up such a varn, after his eight vears' decent up such a yarn, after his eight years' decen

service.

Mike continuing to protest that he was the victim of a monumental mistake, the Legs was sent for by the surgeon. Then the Legs, with the saturnine scepticism of all masters-at-arms, looked Mke over and told him to pipe down for a soused sea lawyer or he'd get a broken head.

Mike, irons, bruisee and all made for the master-at-arms at that, and three marines

master-at-arms at that, and three marines on guard had to be hurriedly called in to disentangle the innocent twin from the Jimmy Legs's frame.

The executive officer of the ship, who had sailed with the Murphy twin who had deserted at Mare Island, entered the brig to tak a look at the man who protested that he was the victim of a twin mistak?

"Look here, you ship-jumping scoundre!," said the Frst Luff, heatedly to the equally heated Mike the milkman, "how do you dare to look me in the eye and claim that I don't know you after I put in three years with you on the M-diterranean station, and a year and a half in these waters? Pull up your sleeve, you brazen reprobate, and show me that tattooed dagger on your right forearm!"

At these words the master-at-arms darted forward and pulled up the right sleeve of the innocent's shirt. There was the dagger, ta tooed in two colors on the milkman's right

tattooed in two colors of the forearm.

The executive officer had no means of knowing that Mik. in a drunk in hour of envy of his sailor brother's tattooing, had had that dagger pricked on his arm by a Jap tattoo artist of San Francisco only a few months before. But it settled Mike's hash. To China he was carried on board the

To China he was carried on board the man-'o-war. As there was no charge of desertion against him on account of his twin brother's ship jumping, the ship jumper not having been absent the required ten days. Mike was merely brought before a summary court-martial for leaving his ship without permission, and a bunch of extra duty was piled on him.

They might just as well have sentenced Mike to act as Secretary of the Navy. He didn't know a capstan bar from a tops'!

to Mike had it not embraced so many elements of tragedy—his worried wife and young ones back in San Francisco, for one

thing.

When Mike, on deck, declared that he couldn't undertake any work that he didn't know anything about, the First Luff became sore for fair. The executive officer was convinced that Mike was playing a deep coherent of get out of the appropriate scheme to get out of the navy on the ground of insanity. The whole ship's company, equally honest in their belief that Mike was Dan, roared at Mike's idiotic attempts

Mike hadn't been on deck for ten minutes before he was slammed into the brig again, this time on the charge of wilfully neglecting duty and attempting to deceive his superior officers; and before the ship made Yokohama Mike was scheduled for a gen-Tokonama Auke was seneduled for a general court-martial on all sorts of charges.

The persistence with which he stuck to his story that he was Mike and not Dan Murphy might have caused his shipmates to falter in their belief that he was lying had it not been for that dagger on his right forearm. That made it seem absolutely

orearm. That made it seem absolutely ertain to them that Mike was a brazen The situation was cleared and ended at Yol ahoma. Dan the deserter turned up

here. He had heard far back in Vallejo of the plight of his twin brother, Mike. So he shipped as a coal heaver on a steamer bound from San Francisco for Yokohama, and gave himself up on board the ship from which he had deserted on the very day that his twin brother Mike was booked to underso his general court-martial on the o undergo his general court-martial on the

Mike, on being liberated, punched Dan in a most wholesome manner before the Jimmy Legs could pry the twins apart, and a few days later took steamer back from Yokohama to San Francisco and his milk business. business. Dan, for the decent spirit which prompted him to make the long jump from San Francisco to Japan for the purpose of squaring things up for his twin brother, vas restored to duty without punishment.

Effect of De Galliffet's Circular Letter

Gen, de Galliffet, who is often approached interviewers and does not like them, has levised an interesting plan of escape from

He has had a circular letter printed and hung up in his hall. It is addressed "to all inquisitive reporters," and runs as follows: 'Sir: We live in the midst of rascals of all de-The imbecile public pays the piper. That is all I have to say to you.—Gen. Galliffet."
The first result of this new departure was that half the newspapers in Paris rang the General up on the telephone and tried to get an interview out of him by that means; but when they get tired of doing that, tranquillity will no doubt ensue.